

Hongkong Daily Press.

ESTABLISHED 1857.

No 13,300 號百零三萬壹第 日式初月亥年六十二緒光 HONGKONG, WEDNESDAY, OCTOBER 24TH, 1900. 參拜禮 號肆十式月十年百九千壹英港香 PRICE \$2 PER MONTH

New Advertisements will be found on page 4.

TWO TONICS.

WATSON'S
VIN DE QUINQUINA.

COLEMAN'S
WINCARNIS.

A. S. WATSON & CO.
LIMITED.

HONGKONG DISPENSARY.

CUTLER, PALMER AND CO.
WINE SHIPPERS SINCE 1812.
Who have consigned their Brandy to Hongkong
for over half a century.
Apply to G. C. ANDERSON,
Hongkong, 13, Praya Central.

NAPIER JOHNSTONE'S

SQUARE BOTTLE WHISKY
The sale of this good Scotch increases month
by month. It is of Superb Quality and of
CUTLER, PALMER & CO.'S SELECTION.
Sole Agents for it—
LANE, CRAWFORD & CO.
Hongkong.

41] JOHN WALKER & SONS'
FAMOUS
KILMARNOCK WHISKY.

This World-renowned.
Fine OLD HIGHLAND WHISKIES are shipped
by CUTLER, PALMER & CO. and
are obtainable in Hongkong of
G. C. ANDERSON,
No. 13, Praya Central,
Hongkong, 26th July, 1897. [43]

CUTLER, PALMER
& CO.'S
Price \$10.75 per Dozen
NET.

"SPECIAL BLEND" WHISKY
Blend
of Selected
Distillations of the
Finest Scotch Whiskies
Apply to
SIEMSEN & CO. Hongkong. [42]

HONGKONG HIGH-LEVEL TRAM-
WAYS COMPANY, LIMITED.

TIME TABLE.
WEEK-DAY.

7.30 a.m. to 8.30 a.m. Every quarter of an hour
8.30 a.m. to 9.30 a.m. Every ten minutes.
9.30 a.m. to 10.45 a.m. Every quarter of an hour
11.30 a.m. to 12.30 p.m. Every quarter of an hour
12.30 p.m. to 6.30 p.m. Every quarter of an hour
6.30 p.m. to 8.00 p.m. Every ten minutes.
Night cars at 8.45 p.m. and 9 p.m. and from
9.45 p.m. to 11.15 p.m. every half hour.
Saturdays.
Extra Night cars at 11.30 and 11.45 p.m.
SUNDAY.
8.15 a.m. to 10.15 a.m. Every half hour
10.30 a.m. to 11.00 a.m. Every ten minutes
Noon to 2 p.m. Every quarter of an hour
2.45 p.m. to 8 p.m. Every quarter of an hour
Night cars at 8.45 p.m. and 9 p.m. and from
9.45 p.m. to 11.15 p.m. every half hour.
SPECIAL CARS by arrangement at the Com-
pany's Office, 38 & 40, Queen's Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st May 1890. [43]

VICTORIA
CYCLE
EMPORIUM.

THE pleasure of cycling consists in having
a first class Machine, and the above Es-
tablishment is always leading in this respect.
We are Agents for the famous "NEW
HOWE" and "MONOPOLE" CYCLES,
and we also supply fitting of every description.
Bicycles can be had in second hand Machines.
Repairs executed with promptitude and skill.
Enamelling a specialty.

McKIRDY & CO.
43-45, Queen's Road East,
Hongkong, 3rd November, 1899. [43]

RUNIABT PEPE & FILS REIMS

Established 1719.
CHAMPAGNE CHOWERS AND
SHIPLERS.
Ship only the finest Quality
Extra Dry (Grenache).
LAUTS, WEIGERT & CO.
Sole Agents.

Hongkong, 17th May 1898. [43]

GREEN ISLAND CEMENT COMPANY

PORTLAND CEMENT.
55.00 per Cask of 375 lbs. net or Factory.
50.00 per Bag of 250 lbs.

SHEWAL, TOMES & CO.
General Managers.
Hongkong, 2nd July, 1900. [43]

CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.
Their Brandy is favourably known all over the World.
The following are some of their Stocks with the undersigned:

SUPERB OLD COGNAC, C. P. & Co.'s INVALIDS' PORT.

\$22.50 PER DOZ.

Distinguished by 4 Stars on the label.

ANOTHER FINE COGNAC, \$16.75 per doz.

Less old than the above.

THE ELITE OF WHISKY:—

THE "PALL MALL,"

\$20 PER DOZ.

11 Years old; the finest quality shipped.

Each bottle bears an Analyst's certificate.

C. P. & Co.'s OWN SPECIAL

BLEND WHISKY,

\$10.75 PER DOZ.

Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS, THEY ARE UNEQUALLED AT THE PRICE
AGENTS—SIEMSEN & CO., HONGKONG. [41]

MANILA CIGARS.

ALWAYS ON HAND THE BEST MARKS

FROM
"LA INSULAR" AND "LA PERLA DE ORIENTE" FACTORIES
J. M. DE ZUNIGA,
No. 9, QUEEN'S ROAD CENTRAL
Entrance: ICE HOUSE STREET (New Victoria Hotel). [39a]

SCHLITZ WORLD FAMED BEER

IS THE ONLY BEVERAGE ONE NEVER REGRETS DRINKING.
TONIC AND REFRESHING.

SOLE AGENTS—

WATKINS, LIMITED.

CHEMISTS, AERATED WATER MANUFACTURERS, AND
COMMISSION AGENTS,
HONGKONG. [112a]

FAMOUS DEVONSHIRE

LIQUEURS.

SLOE GIN ORANGE GIN "PEDLAR" BRAND.

CALDBECK, MACGREGOR & CO.,
SOLE AGENTS,
HONGKONG AND CHINA. [34a]

COTTAM & CO.

NEW AUTUMN GOODS.

AMERICAN BOOTS and SHOES
WOOLLEN UNDERWEAR
HATS, SHIRTS and EVENING GEAR.

35a] LANE, CRAWFORD & CO.
(TAILORING DEPARTMENT).

WINTER SEASON.

LATEST LONDON FASHIONS.
NEWEST & BEST MATERIALS.

DEESE SUITS from 35.
TWEED LOUNGE SUITS from 35.
NOEFOLK JACKET SUITS from 35.
SCOTCH TWEED ULSTERS, for Travelling, from 50.

32a] LANE, CRAWFORD & CO.

PHOTOGRAPHIC

PLATES, PAPERS AND CHEMICALS
EASTMAN'S KODAKS, FILM AND ACCESSORIES,
DYEING AND PRINTING UNDERTAKEN

A. CHIEF & CO.

174, QUEEN'S ROAD, HONGKONG. [100a]

KELLY & WALSH, LTD.

NEW BOOKS AND NEW EDITIONS.

The Scientific American Cyclopaedia of
Receipts, Notes and Queries, by A. Hopkins

Runius Cities of Ceylon, by H. W. Cave, M.A., Illustrated with Photos

taken by the Author 7.00

Lawn Tennis, by W. Baddeley 7.00

Cricket, by Ford, Richardson and Kemp 7.00

Dollar and Rupee Exchange Tables 3.00

Pall Mall Magazine, vol. 21 4.50

China in Decay, by Alexis Krause, the Story of a Disappearing Empire 3.50

The Daily Mail Map of the War in China 7.00

pitman's Advanced Bookkeeping 1.75

Chinesische Charakterzüge, von A. H. Smith 3.00

All the World's Fighting Ships, by F. T. Jane, Illustrated 7.50

Day by Day Cookery Book—Breakfasts, Luncheons and Dinners for every Day in the Year, by Mrs. A. N. Whybrow 2.25

La Renovation de l'Asie, Siberia-Chine-Japan, by Pierre Leroy Beauvois 2.50

Wanderings in China, by C. F. Gordon Cumming, Cheap Edition 3.50

KELLY & WALSH, LTD.

THE MASTER CHRISTIAN, by MARIE CORELLI 1.50

China the Long-Lived Empire, by Mrs. E. R. Scidmore 5.00

The Break-up of China, by Lord Chur- 7.00

crossford 9.50

China in Transformation, by A. R. Colquhoun 9.50

The Problem in China and British Policy, by A. R. Colquhoun 1.25

China and the Present Crisis, by Joseph Walton, M.P. 1.50

Russia Against India—the Struggle for Asia, by A. R. Colquhoun, with Maps 3.00

Russia in Asia, a Record and a Study 1858-1889, by Alexis Krause, with 12 Maps 15.00

America in the East—History, Prospects, Problems and Duties in the Pacific Ocean, by W. E. Griffis, Illustrated 3.50

SANDOW'S OWN COMBINED DEVELOPER. 30a

L. ETTE'S DIARIES, 1901. 30a

THE VICTORIA DISPENSARY, HONGKONG. 33a

AERATED WATERS.

SIMPLE AERATED WATER.

LEMONADE.

SARASPARILLA.

TONIC WATER.

SODA WATER.

GINGER ALE.

RASPBERRYADE.

LEMON SQUASH.

SPECIAL TERMS to Hotels, Clubs, Messes and other large consumers. 33a

UNITED ASBESTOS ORIENTAL AGENCY (LIMITED). 33a

SOLE AGENTS IN HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS, FOR THE UNITED ASBESTOS COMPANY, LTD., LONDON.

CONTRACTORS TO H. M. GOVERNMENT.

MANUFACTURERS OF THE BEST QUALITIES OF ASBESTOS PACKINGS & CO.,

"GLADIATOR" Packing for High Pressures. Recognized by leading Engineers to be the best combination of Metal and ASBESTOS ever introduced. Reduces friction to a minimum on Piston and Valve Rods, and is absolutely imperishable. "GLADIATOR" and "VICTOR METALLIC" BOILER JOINTS as SUPPLIED to H. M. and other FOREIGN NAVIES.

FUNNEL PAINT, "SALAMANDER" Non-conducting Boiler Covering Composition used extensively by the British and American Navies. ASBESTOS FIREPROOF COLOUR and

"CAURICEDAL METAL" Anti-friction Plastic Metal, recognized by engineering experts to be the best Metal in the Market.

ESTIMATES GIVEN FOR EVERY DESCRIPTION OF WORK.

Chief Superintendent THOMAS SKINNER.

Superintendent ARCHIBALD BITCHIE.

DODWELL & CO., LIMITED, General Managers.

37a] PARIS EXHIBITION, 1900.

THE GRAND PRIZE (HIGHEST AWARD) FOR SCOTCH WHISKY HAS BEEN AWARDED TO JOHN DEWAR & SONS, LTD.

JOHN DEWAR & SONS, LTD.

SOLE AGENTS—

H. PRICE & CO., 12 QUEEN'S ROAD.

37a] THE ROBINSON PIANO CO. LTD.

LOONG PI, HORSE REPOSITORY.

SITUATED at No. 2a, MATHISON STREET, Wong-ki-choeng, near No. 1 Police Station, and three minutes' drive from Windsor Garden and Restaurant.

Length between perpendiculars, about 80 feet.

Speed not less than 10 Knots.

Apply by letter to: COMMODORE F. POWELL, C.B., Naval Yard.

INTIMATIONS.

BROWN, JONES & CO.
MONUMENTAL SCULPTORS.AMERICAN MARBLE.
ITALIAN MARBLE.
HONGKONG GRANITE.
Designs and Prices on application.
Office, 17A QUEEN'S RD. CENTRAL, 1ST FLOORA. S. WATSON & CO.,
LIMITED.

SPECIAL LINES.

SCOTCH WHISKY.

COGNAC BRANDY.

(HENNESSY'S).

CLARETS.

FROM THE FINEST CHATEAUX.

PORT &
SHERRY.

[Including Wines bottled by the

Celebrated firm

GEO. G. SANDEMAN, SONS & CO.]

AERATED WATERS.

ABSOLUTE PURITY GUARANTEED.

HONGKONG DISPENSARY.

ESTABLISHED 1811.

[29]

MARRIAGE.

On the 12th September, at St. Joseph's Church, Montreux, COUNT LUIGI TERNI DE GREGORY, Lieutenant Royal Italian Navy, et est son of Count Stanza Terni DE GREGORY, of Crema, Lombardy, to WINIFRED ADELAIDE, only child of Francis E. TAYLOR, of the Imperial Maritime Customs, China.

DEATH.

On the 15th September, at Brighton, WILLIAM CHARLES BEAUMONT MILNE, only son of the late Rev. W. C. MILNE, R.M.S., Assistant, Chinese Secretary to H.M.'s Legation, Peking.

The Daily Press.
HONGKONG OFFICE: 14, DES VŒUX ROAD, CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, October 24th, 1901

The failure of the artists in the illustrated papers to grasp and portray the characteristic features of the Chinese is typical of the ignorance prevailing at home with regard to China generally. A Japanese girl serving in a Chinese tea-shop and a "Boxer" leader mounted on a CAVON WOODVILLE horse of at least seventeen hands are not a bit more exaggerated than LO FENG-LUH's statement that "an Imperial Edict cannot lie." And yet both seem to be accepted by the public at home as being a truthful record of things as they are in China. The Government are no better informed; but relying on the general ignorance they feel that they can with safety assume an attitude of passive resistance to the demands of that small portion of the people who, more fully posted than their neighbours, as that a steady and lasting policy should be adopted and carried out in the Far East. Two reasons can, in a measure, be given for the neglect of interests relating to the trading classes of England, in addition to the one of general ignorance already referred to. The one is the reaction following the pitch of excitement to which the public were worked up by the reported massacre of the inmates of the Legations. The other is the false estimate conveyed to them of the power of a fighting resistance on the part of the Chinese, due to the somewhat unexpected opposition offered by the foreign drilled troops round Tientsin and Peking. Public indignation once excited and finding itself deceived will not be easily quieted again, and the fear of rousing what they consider, the overwhelming forces of the

whole of China act as a deterrent now to those who in their more excited moments would have been advocates of a strong policy at any cost. We say mistaken estimate of the power of fighting resistance advisedly, because, to those who know the country, it is absurd to suppose that the Chinese troops could offer successful resistance for any length of time to the large body of foreign troops that will be under the command of Count VON WALDESEE. Transport alone precludes any such idea, not to mention the impossibility of the Chinese supplying their soldiers with arms and ammunition when their source of foreign supply is cut off, their principal northern arsenals in the hands of the enemy, and the certainty that their southern ones could be in a few hours reduced to ruins by half a dozen of the allied fleet.

Unfortunately the spirit which actuates the Government at home is reflected by its representatives out here. Never at any time anxious to take up their nationals' interests, owing to the certainty that their action would get no backing from the Foreign Office, their attitude is accentuated by the state of affairs now prevailing in China and the resultant desire to avoid any cause of friction with the provincial officials. Evil which at other times would call forth a protest, feeble indeed, but still a protest, are now allowed to pass unheeded—sacrificed to the bugbear of keeping the Chinese in the central and southern provinces quiet at any cost; regardless of the well-known axiom in Oriental politics that force combined with strict justice is the one thing that commands Eastern obedience and respect. It was not by such a policy as is now being pursued that CLIVE or WARREN HASTINGS were wont to secure the safety of those whom they desire to protect. Swift, sharp retribution following deeds of evil quickly taught even native princes of a fighting race that it was safer to make a friend than an enemy of that stern hard Englishman whose deeds follow so close on his words, and who, be it friend or foe, never forgot or forgave. Compare this with the nerveless, lifeless attitude we have assumed throughout this struggle. A Minister shut up in Peking seems to have paralysed our Foreign Office, who, instead of at once grasping the situation and giving over the control to the man most fitted to assume charge, left our various representatives throughout China to take such disjointed and individual action as they thought fit, with the result that their general attitude is listless inactivity "relieved only by the expectation of the arrival of the newspaper to learn how things are going on"—as it was not inaptly described by a recent traveller in China. So much for the past and the immediate present; but what about the future? Thinking men will do well to ponder on the causes which have brought about such a state of things, and strenuous efforts must be made in order to force the Government to inaugurate and carry out a policy in support of legitimate British interests in China—a policy which can only be brought into being if backed by the force of strong public opinion at home; and a policy which the appointment of Sir ERNEST SATOW as Minister to Peking gives no guarantee will be adopted and pursued. England must give one of her best and ablest sons to the task now confronting her in China, or bitterly will she regret in the future her failure to secure that position which the preponderance of her trade justly entitles her to take.

Captain Superintendent May returned to the New Territory on Monday night.

No fresh plague cases or deaths were reported during the 24 hours ending at noon yesterday.

The Telegraph Companies informed us yesterday morning that communication with Ansan and Tonkin via Saigon was interrupted.

The P. & O. steamer *Coromandel* left Singapore for this port on the 23rd inst., at 1 p.m., with the outward mail at about 6 p.m.

The *Haitan*, which arrived yesterday from Foochow, Amoy and Swatow, reported H. M. S. *Iris* at the first place, and the German cruiser *Bavaria* and two Dutch cruisers at Swatow. The latter must be the *Holland* and *Koningin Wilhelmina der Nederlanden*.

A *Government Gazette Extraordinary* published yesterday announced that submarine mining work practice in the fairway off Bolchers would take place on Tuesday and Thursday, the 23rd and 25th instant. There will be no actual obstruction to the channel, as anything laid out will be at the bottom. Two boats will be anchored just outside the southern limits of the channel for a few hours on each day.

On Monday evening a German sailor named John Herman went to the Seafarers' Home at West Point a little worse for liquor. When in the dormitory he began to argue with another sailor named Charles Leheit, with whom he had been going about. Not being very proficient in English he was coming off second best in the wordy war when he clinched matters by striking the other man in the face. For this he was taken before Mr. Hazelhead, yesterday and fined \$5 and also bound over to keep the peace.

The British steamer *Strelitz*, hired by the Russian Government, left yesterday for Vladivostok with 25 Russian officers and 2,000 men on board.

On Monday evening Inspector Baker and a party of police visited house No. 62, First Street, and found there 17 people playing at "Pai-kau" in a room on the third floor. The police arrested six, including the two keepers of the house, and yesterday they were all indicted in the usual penalty.

Inspector Ford with a party of police executed a gambling warrant at No. 23, Cross Street, on the 21st inst. and arrested 11 men there. They were taken before Mr. Hazelhead yesterday. Two of them were fined \$15 each for keeping a common gaming-house, and the rest \$1 each, or 14 days, for gambling.

Yesterday morning Sergeant Terret visited a steamer which was about to start for Au Hoi and Namtau. He found among the passengers a woman who had a couple of buckets in her possession apparently containing rice. Under the rice, however, he found 100 boxes of perfume cases. She was taken to the Police Station and fined \$10.

Some girls employed as cigarette workers were returning from work on Saturday afternoon, and when in Second Street a man named Un Chun caused a great crowd to follow them by calling them objectionable names. He called a girl named Chan Fun a dirty pig, and when she asked him not to abuse her slapped her in the face. He also abused another girl. Fortunately an Indian constable saw what took place and marched the lout up to the police station. Yesterday the man was fined \$10, or 14 days, for assault, and \$5 or 14 days, for making use of abusive language.

For behaving in the disorderly manner in an opium seller's shop at 429, Queen's Road West, and damaging a watch, a Chinaman was yesterday fined \$5, or 14 days. It seems that on Monday she returned to the shop with some opium which she had bought the previous day. She said it was not enough. There were two kerosene lamps in the room and she was stamping on the counter. He told her to go away, whereupon she caught hold of his jacket and caused his watch to fall to the ground and break. She then wanted to run away, but he would not let her.

At the Magistracy yesterday William Boog, a seaman out of employ, was charged with attempting to commit suicide. A Chinese man, who lives in the same boarding house as the defendant, said that at 1.30 p.m. on the 15th inst. he returned to his room and found the defendant with the end of a rope in his hand, the other end being tied to a hook. The end in the man's hand was in a noose and he was just about to put it round his neck, but the Chinaman prevented him from doing so. On the man being examined by Dr. Thomson he was found to be of sound mind, but of weak intelligence. Under the circumstances he was cautioned and discharged.

The steam-launch *Wai Ho* left the harbour at about six o'clock on Sunday evening towing the *Yee Yak* lorcha, the latter being laden with \$10,000 worth of kerosene oil, coal, and iron, which was owned by Chinese merchants and was being conveyed to Wuchow. When near Lintin Island on the Canton River a heavy squall came on and the lorcha began to ship water, things ultimately beginning to look so serious that the kerosene oil was thrown overboard. The launch dropped the tow. An attempt was made to pick it up, but the rope broke, and as it was getting dark the launch took on board the 15 hands who were on the lorcha, abandoned her, and put in at Lintin. At daylight the following morning the launch went out to search for the lorcha, but was unable to find her, and it is feared that she and her cargo are lost.

A coolie employed by the Kowloon Wharf and Godown Company preferred a charge of assault against the No. 2 coolie at the Magistracy yesterday. He told Mr. Hazelhead that on Sunday at noon he was working in the new wharf. The defendant was also there. When he asked him to return him \$3, which he had lent to him three days previously, he distinctly said he would not pay him. At about four o'clock in the afternoon when in the coolie quarters the defendant told him he no longer required his services as a coolie. He asked him to give him the wages due to him, as he wanted to return to the country. The defendant thereupon went into the kitchen, returning with a chopper, with which he struck him twice on the head, making the marks shown. The complainant added that it was a good job the police station they all ran away. He had no witnesses. The defendant's story was somewhat different. He said: "On the day in question we were in the new godown doing some work. I am the second hand coolie there. Several tons of men were working in the godown besides the complainant. The complainant stood there doing nothing. He would not work. I told him to work and he refused. I said, 'It is no use your standing there. If you don't work you had better clear out.' So he went to the coolie quarters. When I went to the coolie quarters at four o'clock I saw him what he intended to do, and said that if he did not intend to work I should not require him any more. Upon this he snatched a basin at my head. It missed me, but rebounded broke and struck the complainant. His Worship: There is not sufficient evidence to convict this man, and he is entitled to be discharged. He was accordingly discharged.

On Monday evening a German sailor named John Herman went to the Seafarers' Home at West Point a little worse for liquor. When in the dormitory he began to argue with another sailor named Charles Leheit, with whom he had been going about. Not being very proficient in English he was coming off second best in the wordy war when he clinched matters by striking the other man in the face. For this he was taken before Mr. Hazelhead, yesterday and fined \$5 and also bound over to keep the peace.

The announcement is made from St. Petersburg that Prince Gagarin has been appointed Russian Consul at Nagasaki.

The Bishop of Macao, who has been inspecting the Portuguese Mission at Singapore and Malacca, accompanied by Fathers Goncalves and De Souza, was among the passengers on the French mail steamer *Tonkin*, on his way to Macao.

Latest information from Newchwang is that there are plenty of beans and produce up country, but owing to the numerous bands of brigands roving about, the boatmen are afraid to leave the villages without armed escorts, which are not allowed by the authorities.

Viscount Aoki, the Japanese Minister for Foreign Affairs, has not followed in the wake of the Premier and other ministers, who tendered their resignations, for it is said, he has deemed it advisable not to leave the portfolio under existing diplomatic circumstances until a new Ministry has been organized.

According to a Japanese paper the Japanese torpedo destroyer *Niji*, which sank the other day off Shantung Promontory, has been almost brought to the surface. The torpedo- tender *Toyohashi*, which has been assisting in the operations, has been able to leave for Shantung. It is said that the *Niji* will be brought to Sasebo for repairs.

According to the Shanghai *Union*, the steel steamer *Meiji* has been launched at Farnham's yard to the order of Messrs. Molchers & Co., the Norddeutscher Lloyd's agents. She is a stern-wheeler, and designed for the Hwang- Ichang trade, "with a spoon-shaped bow, flat bottom, and run-up stern." The boilers are well forward and the engines at the extreme after end.

The October number of the Hongkong Church Missionary Association's *From Month to Month* reports that, owing to the unsettled state of Canton, the Training School for Native Agents has been removed temporarily to Hongkong. The students are allowed by the Bishop the use of the Chapel and one of the Class Rooms at St. Paul's College.

Baron Nishi and Baron Yamaguchi seem to have had a narrow escape in Peking on the 15th September. The *Nichi Nichi Shimbun* says that they were visiting the tomb of the last Emperor of China and paying respect to his memory by offering cakes and flowers, when they were fired on from an adjacent building. It was subsequently found that a party of Boxers were still lurking in the vicinity.

The Rugby Football season will open tomorrow, Thursday, the 25th inst., when the Civilians will meet the Army and Navy combined. Play starts at 4.30 sharp. The following team will represent the Civilians—D. Wood (back); Grieve, Beattie, Hawkins and A. N. Other (three-quarters); Cox and Martrie (Capt.) (half-backs); Cox, Johnson, Halifax, Bishop, Wilson, Clark, Sandford, Ardron and Noble (forwards). Referee—Mr. A. F. Williamson. Civilians will play in Club colours.

Le Yacht states that the Chinese t.b.d. *Hai-ting*, which fell to the share of France at Taku, has been renamed *Takou*. She was built by Schichau, of Elbing, in 1898. Her length is 103 ft.; beam, 21 ft.; displacement 250 tons; engines, Schichau type, 6,000 h.p. Speed on her trials with 25 tons of coal in her bunkers was 35.2 knots, and with a full load 33.6 knots, or 30 to 31 knots with natural draught, and a supply of coal and water sufficient for a run of 5,000 miles. Admiral Courrejolles has put her in charge of two officers and 32 men.

On the 29th instant a party of excise officers, accompanied by a European constable, boarded the French mail steamer *Laos*, which was on her way home. In the servants' quarters they found 59 skins and 13 tons, containing 960 taels of prepared opium. They arrested two servants who appeared to be in charge of the opium, but Captain Flaudin refused to allow the officers to take their prisoners off the ship, though a Magistrate's warrant was produced. He, however, did not object to let the opium come ashore. Further action will be taken in the matter.

Quite a chapter of unusual occurrences has brought about an increase of 20 to 30 per cent. in the price of Moji coal compared with the last month's tariff. A Japanese vernacular paper states the primary reason to be the demand for coal from foreign steamship companies, and from Japanese factories at Kobe and Osaka. Other reasons which have been set out are the unprecedent rise in the price of the mineral is the scarcity of labourers, and the damage done to the mines by the recent storm. The quotations now prevailing are very high, but the coal merchants are not inclined to dispose of their stocks, anticipating a further rise in prices. The paper adds there is reason to believe that a slight fall in prices will occur in the near future.

Many friends of M. Leon Vincart will regret to learn of his departure to-day at one o'clock, says the *Siam Free Press* of the 8th inst., by the s.s. *Phra Chom Kla*, for Hongkong. M. Vincart has been promoted to the rank of Minister Plenipotentiary to Korea. The Belgian Government has ordered him thither in order to formulate a treaty. We also hear that the Belgian Government has obtained a railway concession, as well as an important concession in gold mines in that kingdom. We join with M. Vincart's friends in wishing him full success in his important mission, and congratulate him upon the distinction bestowed on him. He missed me, but rebounding broke and struck the complainant. His Worship: There is not sufficient evidence to convict this man, and he is entitled to be discharged. He was accordingly discharged.

On the 29th instant a party of excise officers, accompanied by a European constable, boarded the French mail steamer *Laos*, which was on her way home. In the servants' quarters they found 59 skins and 13 tons, containing 960 taels of prepared opium. They arrested two servants who appeared to be in charge of the opium, but Captain Flaudin refused to allow the officers to take their prisoners off the ship, though a Magistrate's warrant was produced. He, however, did not object to let the opium come ashore. Further action will be taken in the matter.

The place on the Mediterranean station of H.M.S. *Dido*, now out in China waters, has been taken by H.M.S. *Vindictive*.

The steam-launch *Cape Clear*, which was sold by public auction at Bangkok a few days ago, and was purchased by a Mr. Downie, has been resold by him, and is to be taken to Manila next week.

Hitherto there has been no law in Siam against obtaining money by false pretences, but a Royal Decree making this a criminal offence was issued on the 25th ult. A person convicted is liable to imprisonment for a period not exceeding two years, or to a fine.

It is reported that the Nippon Yusen Kaisha, for the further extension of its business, has decided to construct six more ocean steamers, each having a tonnage of 8,000. It is not yet known whether these steamers will be constructed at home or abroad, but it is conjectured that three or four of them will be ordered from England.

Sanitary inspection was enforced at Nagasaki from the 9th inst. against vessels arriving there from Chinese ports, with animals, hide, skins, or bones on board, or any other article likely to assist in spreading cattle disease. No such cargo as mentioned above is allowed to be discharged without being inspected by the sanitary officials.

The *Bangkok Times* of the 11th inst. has the following announcement—"We came to hand by the mail, yesterday, of the death, in the Augusta Hospital, Berlin, of Mr. F. Flugger, late German Vice-Consul at Bangkok. It will be remembered that Mr. Flugger went home, on leave, on account of ill health, about two years ago, and his death will be deeply regretted by all who know him. He was in Bangkok for over eight years."

The *Siam Free Press* is informed that three of the firmers of the s.s. *Macau*, in port now, deserted from the vessel yesterday, and the rest struck work and also left to-day. The captain and officers are said to have been obliged to borrow hands from other ships so that the work on board may be done. Although an increase of pay is offered for fresh men to take the boat out to Hongkong, it seems it has been of no use yet. The conduct of the men is so far unaccountable.

The *Singapore Free Press*, in referring to the rise of 10 per cent. on the passenger rates of the various steamship lines, observes—"The cause put down for the increase is the enhanced price of the coal. It comes at a time when, by the rise in exchange, an increase of 5 per cent. is already added to the sterling receipts of the various companies. It is hard to believe that the cost of coal bears such a proportion to the cost of transporting passengers as to justify so large an increase as ten per cent. Perhaps the success of the Conference in cargo fixing has had something to do with it."

Last month twenty postal and telegraph officials arrived at Vladivostok from European Russia for the purpose of assisting the staff already employed there. Further steps have been taken to restore the railway from Port Arthur through Moukden to Kirin, and the line will be extended from Kirin in a due easterly direction to Vladivostok. This projected line will run parallel to the line already running from Petropavlovsk to Vladivostok; but it will be rather more than 100 miles south of it, and it will skirt the northernmost extremity of Corea. Regular passenger traffic was to be opened between Nikol'sk and Charbin during September.

Arrangements, says a Moscow correspondent quoted in the *L. and C. Express*, are being made to go back to the system of ten years ago to get goods conveyed to Siberia. The railway is useless, being completely blocked by military trains. The rivers are in the same condition, the steam

VESSELS ON THE BERTH

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE, Calling at TIMOR, PORT DARWIN, AND QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.

THE Steamer

"GUTHRIE." Captain McArthur will be despatched for the above ports on FRIDAY, the 26th inst., at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A duly qualified Surgeon is carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents. Hongkong, 5th October, 1900. [2593]

NIPPON YUSEN KAISHA.

FOR MANILA.

THE Company's Screw Steamship

"YAWATA MARU."

(3,820 tons gross, Captain A. E. Moore, will be despatched for the above port on FRIDAY, the 26th instant, at 4 P.M.

This new Mail steamer is especially constructed for service in the Tropics and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.

Return tickets issued by this Company are available for return by steamers of the other Lines.

For Freight or Passage, apply to A. S. MIHARA, Manager. Hongkong, 17th October, 1900. [2675]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA, CEBU AND ILOILO.

THE Company's Steamship

"KAIFONG."

Captain Penhaffter will be despatched for the above ports on SATURDAY, the 27th inst., at 4 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 15th October, 1900. [2658]

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAMSUL.

THE Company's Steamship

"MAIDZURU MARU."

Captain T. Ogata, will be despatched for the above ports on SUNDAY, the 28th inst., at DAYLIGHT.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents. Hongkong, 22nd October, 1900. [15]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"CHANGSHA."

Captain Moore, will be despatched as above on MONDAY, the 12th November, at NOON.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 5th October, 1900. [2586]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHISON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S.S. "CARLISLE CITY" [On 20th Nov. 3,000 Tons.]

THE Steamer "CARLISLE CITY" will be despatched for SAN DIEGO and SAN FRANCISCO VIA MOJI, KOBE, YOKOHAMA, and HONOLULU, on TUESDAY, the 29th November.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 5th October, 1900. [14]

VESSELS ON THE BERTH

SHEWAN, TOMES & CO'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL

THE Steamer

"ANAPA" will be despatched for the above port on FRIDAY, the 26th October, P.M.

For Freight, apply to SHEWAN, TOMES & CO., Agents. Hongkong, 23rd October, 1900. [2715]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-

TRALIA, INDIA, ADEN, EGYPT,

MEDITERRANEAN PORTS,

PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR

BATAVIA, PERSIAN GULF, CONTINENTAL

AND AMERICAN PORTS.

THE Company's Steamship

"MAITA,"

Captain F. J. Cole, carrying Her Majesty's Mail, will be despatched from this for Marseilles and London direct on SATURDAY, the 27th October, at NOON, taking Passengers and cargo for the above ports.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to A. M. MARSHALL, Acting Superintendent. Hongkong, 16th October, 1900. [1]

"GLEN" LINE OF STEAMERS.

FOR LONDON (VIA SUEZ CANAL).

THE Company's Steamship

"GLENGLEY,"

Captain Darke, will be despatched as above on SATURDAY, the 27th October.

For Freight or Passage, apply to MCGREGOR BROS. & GOW, Agents. Hongkong, 29th September, 1900. [2542]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, SAMARANG AND SOUBABAYA.

THE Company's Steamship

"SHANTUNG,"

Captain Quail, will be despatched as above on SUNDAY, the 28th inst.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 23rd October, 1900. [2647]

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

THE Company's Steamship

"NIPPON MARU"

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via

Shanghai, Nagasaki, TUESDAY, Oct. 30,

Kobe, Inland Sea, Yo-

1900, at NOON.

AMERICA MARU (via

Shanghai, Nagasaki, SATURDAY, Nov. 24,

Kobe, Inland Sea, Yo-

1900, at NOON.

HONGKONG MARU (via

Shanghai, Nagasaki, TUESDAY, Dec. 18,

Kobe, Inland Sea, Yo-

1900, at NOON.

THE Twin-Screw Steamship

"NIPPON MARU"

will be despatched for SAN FRANCISCO

VIA SHANGHAI, NAGASAKI, KOBE,

INLAND SEA, YOKOHAMA, and HONOLULU

on TUESDAY, the 30th October, 1900, at NOON, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the IN-

LAND SEA OF JAPAN, and call at HONO-

LULU, and passengers are allowed to break

their journey at any point en route.

Through Passage Tickets granted to Eng-

land, France, and Germany by all trans-Atlantic

lines of steamers, and to the principal cities of

the United States or Canada. Rates may be

obtained on application.

Passengers holding through ORDERS TO

EUROPE have the choice of overland Rail

routes from San Francisco, including the

SOUTHERN PACIFIC, CENTRAL PACIFIC,

UNION PACIFIC, DENVER AND RIO GRANDE,

and NORTHERN PACIFIC RAILWAYS; also the

CANADIAN PACIFIC RAILWAY on payment of

£4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND

CITIES in the United States have between

San Francisco and Chicago, the option of the

SOUTHERN PACIFIC, CENTRAL PACIFIC,

UNION PACIFIC, DENVER AND RIO GRANDE,

and other direct connecting Railways, and from

Chicago to destination the choice of direct lines.

Particulars of the various routes can be had

on application.

Special rates (first class only) are granted to

Missionaries, members of the Naval, Military,

Diplomatic, and Civil Services, to European

officials in service of China and Japan, and to

Government officials and their families.

Through Bills of Lading issued for trans-

portation to Yokohama and other Japan Ports,

to San Francisco, to Atlantic and Inland Cities

of the United States, via Overland Railway, to

Havana, Trinidad, and Demerara, and to ports

in Mexico, Central and South America, and from

Chicago to destination the choice of direct line.

For further information as to Passage and

Freight, apply to the Agency of the Company,

Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 8th October, 1900. [2588]

VESSELS ON THE BERTH

VESSELS ON THE BERTH

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWANFOO.

THE Company's Steamship

"ANPING MARU."

Captain S. Atsumi, will be despatched for the above ports on WEDNESDAY, the 31st inst., at DAYLIGHT.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents. Hongkong, 17th October, 1900. [2715]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-

TRALIA, INDIA, ADEN, EGYPT,

MEDITERRANEAN PORTS,

PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR

BATAVIA, PERSIAN GULF, CONTINENTAL

AND AMERICAN PORTS.

THE Company's Steamship

"CHANGSHA,"

Captain Moore, will be despatched as above on MONDAY, the 12th November, at NOON.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to BUTTERFIELD & SWIRE, Agents.

HONGKONG
BUSINESS DIRECTORY.

AUCTIONEERS, &c.

PAUL BREWITT
2, Zetland Street, Auctioneer, Appraiser
and Commission Agent.

HUGHES & HOUGH
Auctioneers to the Government, and Share
and General Broker, corner Ice House
Street and Praya Central.

V. I. REMEDIOS
Auctioneer, Appraiser and Agent,
8, Queen's Road Central.

BOARD AND LODGING

THIS SPACE IS RESERVED
FOR THE
WESTERN HOTEL

BOOKBINDING

"DAILY PRESS" OFFICE.
The only office in China having European
taught workmen. Equal to Home Work.

BOOKSELLERS AND STATIONEERS

W. BREWER & CO.
Printers, Booksellers and Account Book
Manufacturers, 23 and 25, Queen's Road
(under Hongkong Hotel).

BUILDERS

KANG ON,
Contractor, 39, D'Aguilar Street. Local
and Coast Post Buildings, Timber, Brick
and Granite.
Mechanics engaged. Estimates given.

CHEMISTS, DRUGGISTS, &c.

THE PHARMACY
10, Queen's Road Central. Family and
Dispensing Chemists, Wines, Spirits and
Cigars.

THE VICTORIA DISPENSARY,
Chemists and Druggists, High-class Aerated
Waters, Dealers in Photographic
Requisites, Queen's Road.

WATKINS, LTD. APOTHECARIES' HALL, 66,
Queen's Road Central. Cigars, Aerated
Waters, Wines, Beers, Spirits, etc.

CURIO DEALERS

KUHN & KOMOR,
Fine Art, Japanese and Chinese Curios,
21 and 23, Queen's Road, Hongkong,
Shanghai, Kobe, Yokohama.

KWONG HING,
China Porcelain, Crockery Ware; 59a,
Queen's Road Central.

DENTISTS

WONG HOMI,
Surgeon Dentist, 50, Queen's Road Central.

WONG TAI FONG,
Surgeon Dentist, 22, Bank Buildings,
Opposite Hongkong Hotel.

DRAPERS

EBRAHIM ELIAS & CO.
Milliners, Silk Merchants, Haberdashers.
Low Prices; 37, 39, Wellington Street.

SEE WOO,
Tailor, Draper and Outfitter; 67 and 69,
Queen's Road.

FLOUR

SPEERY FLOUR COMPANY
Proprietors of the following Celebrated
Brands of Flour: "Speery's XXL,"
"Golden Gate," "Pioneer," "Buckeye,"
"Anchor," &c.
WILLIAM WHILEY, Manager.

FURNITURE WAREHOUSEMEN

A CHEE & CO. Established 1859.
Every Household Requisite. Depot for
Eastman's Kodak Films and Accessories;
174, Queen's Road Central.

II KWONG LOONG
Cabinet-maker, Furniture Dealer, Art De-
corator and Dealer, 17, Queen's Road.

GROCERS

THE MUTUAL STORES,
SUB-AGENTS LIPTON, LTD.
3 and 10 D'Aguilar Street
Provision and General Merchants.

JEWELLERS

KANG LEE & CO.
Jewellers, Gold and Silversmiths, Watch-
makers, Japanese Curios and Blackwood
Furniture. Opposite Post Office, 36,
Queen's Road Central.

MAISON LEVY HERMANOS,
Diamond Merchant and Watchmakers, 40,
Watson's Building, Queen's Road. Also
at Shanghai, Manila, Paris and Hobart.

WAH LOONG
Gold and Silversmith, Silk Dressers, Crepe
Shawls, Ivory, Lacquerware, Fans,
Curios, Bristles, Human Hair, Fea-
thers; 88, Queen's Road Central.

THE LIGHT OF THE FUTURE

EASTERN ACETYLENE LIGHTING
COMPANY, Head Office, 62a, Queen's
Road Central. Fittings of every de-
scription for the ACETYLENE LIGHT at
lowest rates.

MERCANTILE AGENT

WOODS & CO.
Duddell Street, Agents for American and
European Export Houses.

PHOTOGRAPHERS

A FONG
The largest and most complete Studio in
Hongkong. Established 1859. Views,
Engravings, Ivory Miniatures, Oil
Paintings, &c. Ice House Street.

E HING
Enlarging, Developing, Printing, Mod-
erate Rates. 50a, Queen's Road East.

MEI CHEUNG
Ice House Street. Top Floor. Permanent
Enlargements, Views, &c. Develop-
ment Work. American and
European Agents.

M MURRAY
Photographer, Views, &c. Work
done for American and European
Agents.

HONGKONG
BUSINESS DIRECTORY.

PHOTOGRAPHERS

YEE CHUN,
Marine and Portrait Painter, 50, Queen's
Road, Upstairs.

H YERA,
Japanese Photographer, 14, Beaconsfield
Arcade, Queen's Road Cl., also Wan Chai
Amateur's Requirements a Specialty.

PRINTING

"DAILY PRESS" OFFICE.
Prints read by Englishmen.

RATTAN FURNITURE

KWONG TAI LOY,
Rattan Furniture, Bamboo, Blinds, Mat-
tings all Colours; 39a, Queen's Road Cl.

SILK GOODS DEALERS

TEJUMUL POHUSING,
Dealer in Chinese, Indian and Japanese
Goods, Silks, Woollen and Cashmere
Shawls and other Sundries Goods; 4,
D'Aguilar Street, First Floor.

WASSIAMUL ASSOMULL,
Wholesale and Retail Importers and
Exporters, India, Chinese and Japanese
Silks, Cashmere Shawls and Ceylon
Lace; 40, Queen's Road, Cl.

SILK LACE MANUFACTURERS

FR. BLUNCK,
Exporter of Real Hand-made Torchon Lace
in Silk, Linen and Cotton, Grasscloth and
Silk Embroideries. Hand-made Silk
and Linen LACE Curtains made to
order; 17, Queen's Road, Central.

STOREKEEPERS

F. BLACKHEAD & CO.
Navy Contractors, Shipchandlers, Sail-
makers, Provision and Coal Merchants,
Praya Central, next Hongkong Hotel.

KWONG SANG & CO.
Shipchandlers, Sailmakers, Hardware,
Engineer Tools, Brass and Iron Mer-
chants, 144, Des Voeux Road.

MORE & SEMUND.
Shipchandlers, Sailmakers, Riggers, Com-
mission Agents and General Store-
keepers, Agents and General Store-
keepers, 43 and 45, Praya Central.

TAILORS

B. HAUGHTON & CO.
Naval, Military and Court, 16, Queen's Road,
Opposite Kahn's Curio Store.

HUNG YUEN,
Outfitters, Shirt Makers, Hatters, Hosiery,
Drapers, 55, Queen's Road, Central.

TAK CHEONG,
Tailors, Gentlemen's Outfitters, Hatters,
Hoisters and Drapers. Chinese Silk of
all kinds, 50, 52, Queen's Rd. Central.

YEE SANG FAT & CO.
Outfitters, Piece Goods, Underwear, Shoes,
Hats, Silk Handkerchiefs; Opposite Post
Office, Queen's Road Central.

TOBACCONISTS

D. S. DADY BURJOR, "Les FILIPINOS,"
Importer of the Best Manila Cigars; 25,
Pottinger Street.

KRUSE & CO.
Wholesale and Retail Havana and Manila
Cigars, Egyptian Cigarettes, Dealers in
Fancy Goods, Agents. Connaught House, Queen's Road.

VICTORIA CIGAR DEPOT,
1 and 2, Leeyune Street East. AGENTS FOR
W. KENNEDY & CO. 37, Calle San
Jesuico, Manila. "Windsor Lady" and
"The Jockey" Cigars.

WINE & SPIRIT MERCHANTS

H. PRICE & CO.
12, Queen's Road
and Calle Antequera, Manila.

MITSU BISHI DOCKYARD
AND ENGINE WORKS,
NAGASAKI.

CODE WORD: "DOCK" NAGASAKI.
A1, A.B.C., Scott's and Engineering Codes
Used.

DOCK NO. 1 (TATEGAMI)
Extreme Length 523 feet
Length on Blocks 513
Width of Entrance on Top 89
Width of Entrance on Bottom 77
Water on Blocks at Spring Tide 26

DOCK NO. 2 (MUKAIJIMA)
Extreme Length 371 feet
Length on Blocks 350
Width of Entrance on Top 68
Width of Entrance on Bottom 53
Water on Blocks at Spring Tide 22

PATENT SLIP (at KOSUGE).
Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the
LATEST IMPROVEMENTS and can
execute any kind of work in SHIPBUILD-
ING and MARINE ENGINEERING as well
as in REPAIRING OF SHIPS.

The COMPANY has a POWERFUL SAI-
VAGE PLANT READY AT SHORT
NOTICE. [1619]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LIMITED
is now prepared to receive perishable pro-
visions for Cold Storage at EAST POINT at
Moderate Rates.

W. PARLANE
Manager, Hongkong, 17th February, 1899. [89]

SIE NTING.

S. LEE GEEON, DENTIST,
NO. 10, D'Aguilar Street.
TERMS VERY MODERATE.

C. MURRAY, DENTIST.
Browns and Browns, 10, Queen's Road Cl.
done for American and European
Agents.

[Published by Special Arrangement.]

IN WHITE RAIMENT.

BY WILLIAM LE QUEUX.

Author of "Who's Finer a Wife," "Purple
and Fine Linen," "The Day of Temptation,"
"Of Royal Blood," &c. &c.

[COPYRIGHT]

CHAPTER XIX.

HOEFER'S STRANGE METHODS.

Twenty or thirty minutes elapsed before I
regained my power of speech. The drugs ad-
ministered by Hoefer fortunately had the effect
desired. His sleepy eyes beamed through his
great spectacles as he watched with satisfaction
the stimulating consequences of the injections.
He dissolved in water a tiny red tablet which
he took from a small glass tube in a case he
carried, and ordered me to drink it. This I
did, finding it exceedingly bitter, and wonder-
ing what it was.

I asked no questions, however. He was
a man who had made many extraordinary dis-
coveries, all of which he kept secret to himself.
In the profession he was acknowledged to be
one of the greatest living toxicologists, and his
opinions were often sought by the various
medical centres. Indeed, as every medical man
knows, the name of Hoefer is synonymous with
all that is occult in the science of toxicology,
and the antidotes he has given to the world
from time to time are as curious as they are
drastic in effect.

"Have you experienced any strange sen-
sation?" was my first question of him.

"No, none," he answered. "Ach! it is all
very curious—very curious indeed! I have
never before seen similar cases. There is actual-
ly nothing so easily mistaken. We

must investigate further. It cannot be that
there is any lethal gas in the room, for the
window is wide open; and again, while actually
in the room no ill effect is felt. It is only on
emerging."

"Yes, I answered. "I was struck almost at
the instant I came out. It was as sudden as an
electric shock. I cannot account for it in the
least—can you?"

"No," he answered. "It is a mystery. But
I like mysteries. They always interest me.
There is so much to learn that one is constantly
making fresh discoveries."

"Then you will try and solve this?" urged
his ladyship, after expressing satisfaction at
my recovery.

"Of course, madame, with your permission,"
he answered. "It is a complex case. When
we have solved it we shall then know how to
treat the young lady."

"And how do you intend to begin?" I in-
quired, raising myself, not without considerable
difficulty.

"By going into the room alone," he answered
briefly.

"You, too, will risk your life?" I exclaim-
ed.

"It is wise!"

"Research is always wisdom," he responded,
then finding that I was recovering rapidly from
the seizure he gave me some technical directions
how to treat him in case he lost consciousness.
He arranged the tiny syringe and the various
drugs and tablets upon the hall table, and then,
with a final examination of them, he opened the
door of the fetal room, and entered, leaving us
standing together on the threshold.

Walking to the window he looked out, after-
wards making several tours of the room in search
of its secret. He, however, found nothing.
The air was pure as London air can be on a
summer's night, and as far as either of us could
discern there was nothing unusual in the apart-
ment. The door swung to half way, and we
heard him growling and grunting within.
He remained in the room for perhaps five minutes,
then emerged.

Scarcely, however, had he crossed the thresh-
old when he lifted his left arm suddenly, cry-
ing—

"Ach, Gott! I am seized. The injection—
quick."

His fleshly face went pale, and I saw by its
contortions that the left side had become paral-
yzed. But with a quick movement I pushed up
his coat-sleeve, and ran the needles beneath the
skin.

His teeth were closed tightly as he watched
me.

"It is most unaccountable," he gasped in an
awed voice, when I had withdrawn the needle
after the injection. "I am cold as ice—just as
though my legs were in a refrigerator!"

"But we're both experienced it ourselves."

"Exactly. At present it is a mystery, but
we may learn something from the young lady
which will give us a clue. She can tell us about
this strange woman in black."

"If I were at all superstitious I think I
should believe that the Spirit of Evil dwelt in
that room," he remarked with a smile.

"Look at your watch, and in three minutes
give me the second injection. There's ether
there in the larger bottle."

I glanced at the time, and holding my watch
in my hand, waited until the three minutes had
passed.

We were silent, all three of us, until I took
up a piece of cotton wool, and saturating it
with ether rubbed it carefully on the desk.
Then I gave him the second injection.

"Good!" he said approvingly. "It acts mar-
velously. I shall be better in a few moments.
Did you feel your

VESSELS ADVERTISED AS LOADING

DESTINATION	VESSEL'S NAME	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON VIA SUEZ CANAL	GLENGYLE	Brit. str.		Darko	McGREGOR BROS. & GOW	On 27th inst.
LONDON VIA SUEZ CANAL	IDOMENEUS	Brit. str.		Riley	BUTTERFIELD & SWIRE	On 30th inst.
LONDON	BOMBAY	Brit. str.		G. W. Montford, E.N.R.	P. & O. S. N. Co.	On or about 1st Nov.
LONDON VIA SUEZ CANAL	AGAMEMNON	Brit. str.		Nish	BUTTERFIELD & SWIRE	On 13th Nov.
LONDON VIA SUEZ CANAL	AJAX	Brit. str.		Batt	BUTTERFIELD & SWIRE	On 27th Nov.
LIVERPOOL DIRECT	TANTALUS	Brit. str.		Gregory	BUTTERFIELD & SWIRE	On 17th Nov.
BREMEN VIA PORTS OF CALL	OLDENBURG	Brit. str.		H. Prager	MELCHERS & CO.	On 31st inst., at Noon.
MARSEILLE & LONDON DIRECT	MALTA	Brit. str.		F. J. Cole	P. & O. S. N. Co.	On 27th inst., at Noon.
MARSEILLE, LONDON & ANTWERP, Y. S. PORT, & CO.	SANUKI MARU	Jap. str.		W. Townsend	NIPPON YUSEN KAISHA	On 2nd Nov., at Daylight.
MARSEILLE, &C. VIA PORTS OF CALL	SYDNEY	Fren. str.		Aubert	MESSAGERIES MARITIMES	On 5th Nov., at 1 P.M.
HAVRE & HAMBURG	SARINA	Ger. str.		Schleske	CARLOWITZ & CO.	On or about 2nd Nov.
HAVRE & HAMBURG	SIEVIA	Ger. str.		Fork	CARLOWITZ & CO.	On or about 18th Nov.
HAVRE & HAMBURG	AMBIA	Ger. str.		A. Wagner	CARLOWITZ & CO.	On or about 2nd Dec.
HAVRE & HAMBURG	ANAPA	Brit. str.		Shewan, TOME & CO.	SHEWAN, TOME & CO.	On 26th inst., P.M.
NEW YORK VIA SUEZ CANAL	EMPEROR OF CHINA	Brit. str.		R. Archibald, E.N.R.	CANADIAN PACIFIC R. CO.	On 24th inst.
VANCOUVER VIA SHANGHAI, &c.	IDZUMI MARU	Jap. str.		M. J. Curnow	NIPPON YUSEN KAISHA	On 27th inst., at 4 P.M.
VICTORIA, B.C., &c. VIA SHANGHAI, &c.	BEAUMAR	Brit. str.		W. Watt	DODWELL & CO. LIMITED	On 10th Nov.
PORTLAND, OREGON VIA JAPAN	MONMOUTHSHIRE	Brit. str.		Kennedy	T. M. STEVENS & CO.	On or about 25th inst.
SAN FRANCISCO VIA AMOY, &c.	NIPPON MARU	Jap. str.			TOYO KISEI KAISHA	On 30th inst.
SAN FRANCISCO VIA SHANGHAI, &c.	CITY OF RIO DE JANEIRO	Amer. str.			PACIFIC MAIL S. S. CO.	On 8th Nov., at Noon.
SAN FRANCISCO VIA AMOY, &c.	COPTIC	Brit. str.			BUTTERFIELD & SWIRE	On 12th Nov., at Noon.
SAN DIEGO, &c. VIA SHANGHAI, &c.	CAILLIE CITY	Brit. str.			GIBE, LIVINGSTON & CO.	On 29th Nov.
AUSTRALIAN PORTS	GUTHRIE	Brit. str.			NIPPON YUSEN KAISHA	On 26th inst., at Daylight.
AUSTRALIAN PORTS	YAWATA MARU	Jap. str.			BUTTERFIELD & SWIRE	On 27th Nov., at Noon.
YOKOHAMA	CHANGSHA	Brit. str.			BUTTERFIELD & SWIRE	To-day, at 4 P.M.
YOKOHAMA & KOBE	TELEMACHUS	Brit. str.			FORK	To-morrow, at 4 P.M.
KOBE	SIEVIA	Brit. str.			BUTTERFIELD & SWIRE	On 26th inst., at Daylight.
KOBE & YOKOHAMA	CHANGSHA	Brit. str.			IDZUMI MARU	On 3rd Nov., at 5 P.M.
NAGASAKI & VLADIVOSTOK	INABA MARU	Jap. str.			SHEWAN, TOME & CO.	On or about 18th Nov.
NAGASAKI, KOBE & YOKOHAMA	DAIFINE	Brit. str.			BUTTERFIELD & SWIRE	On 4th Nov., at Daylight.
MOJI, KOBE & YOKOHAMA	GLAMORGANSHIRE	Jap. str.			GIBE, LIVINGSTON & CO.	To-day, at 4 P.M.
SHANGHAI	HIROSHIMA MARU	Jap. str.			NIPPON YUSEN KAISHA	On 26th inst., at 4 P.M.
SHANGHAI	WUOSUNG	Brit. str.			BUTTERFIELD & SWIRE	On 27th Nov., at Noon.
SHANGHAI	HOIHOW	Brit. str.			BUTTERFIELD & SWIRE	To-day, at 4 P.M.
SHANGHAI	LOONGNOON	Brit. str.			FORK	To-morrow, at 4 P.M.
SHANGHAI	CANTON	Brit. str.			BUTTERFIELD & SWIRE	On 26th inst., at Daylight.
SHANGHAI	CORONADEL	Brit. str.			IDZUMI MARU	On 3rd Nov., at 5 P.M.
SHANGHAI	HAITAN	Brit. str.			SHEWAN, TOME & CO.	On or about 26th inst.
SWATOW, AMOY & FOOCHEW	MAIDZURO MARU	Jap. str.			BUTTERFIELD & SWIRE	On 27th inst., at 5 P.M.
SWATOW, AMOY & TAMSUI	ANPING MARU	Jap. str.			SIEVIA	On or about 26th inst.
FOOCHOW VIA SWATOW & AMOY	AKASHI MARU	Jap. str.			BUTTERFIELD & SWIRE	To-day, at 4 P.M.
MANILA DIRECT	MINEMUR	Brit. str.			IDZUMI MARU	To-morrow, at 4 P.M.
MANILA, CEBU & ILOILO	YAWATA MARU	Jap. str.			BUTTERFIELD & SWIRE	On 26th inst., at Daylight.
SANDAKAN	KAIPOONG	Brit. str.			IDZUMI MARU	On 3rd Nov., at 5 P.M.
SINGAPORE, PENANG & CALCUTTA	CHANGSHA	Brit. str.			SHEWAN, TOME & CO.	On 4th Nov., at Daylight.
SINGAPORE, SAMARANG & SOURAJAVA	MAUSANO	Brit. str.			BUTTERFIELD & SWIRE	On 27th inst.
SINGAPORE, SAMARANG & SOURAJAVA	ARRATON APACB	Brit. str.				
SINGAPORE, SAMARANG & SOURAJAVA	SHANTUNG	Brit. str.				

SHIPPING.

ARRIVALS.
Oct. 22, MENMURE, British str., 1,286. R. W. Almond, Manila 19th October, Hemp & General.—SHEWAN, TOME & CO.
Oct. 23, H. H. MEIER, German str., 3,259. H. Forme, Taku 10th October, Bullock & MELCHERS & CO.
Oct. 23, TONKIN, French str., 2,327. Vanquier, Marseilles 23rd Sept. and Saigon 20th Oct. Mails and General.—MESSAGERIES MARITIMES.
Oct. 23, CHIYUEN, American str., 1,177. Wm. Janicson, Shanghai 19th Oct. General—CHINESE.
Oct. 23, HAITAN, British str., 1,183. Rouch, Foochow, Amoy and Swatow 22nd Oct. General—DOWLAS LAPRAK & CO.
Oct. 23, KAIPOONG, British str., 1,024. G. W. Pennington, Cebu 18th October. Hemp & BUTTERFIELD & SWIRE.
Oct. 23, PAKHAN, British str., 1,255. Jenkins, Bangkok 15th Oct. Rice—BRADLEY & CO.
Oct. 23, YAWATA MARU, Jap. str., 2,366. A. E. Moses, Yokohama and Nagasaki 19th Oct. General—NIPPON YUSEN KAISHA.
Oct. 23, HERMES, Norw. str., 849. Jensen, Hongkong 20th Oct. Coal—JARDINE, MATHER & CO.
Oct. 23, LOYAL, German str., 1,237. Lorenzen, Bangkok 15th Oct. Rice—SANDER, WIELEK & CO.
Oct. 23, SHANTUNG, British str., 1,835. Quail, Sourabaya 3rd Oct. and Pekulengon 8th Oct. Sugar—BUTTERFIELD & SWIRE.
CLEARANCES.
AT THE HARBOUR MASTER'S OFFICE.
23RD OCTOBER.
Ajaz, British str., for Shanghai.
Akashi Maru, Japanese str., for Swatow.
Kuang Lee, British str., for Shanghai.
Loosok, German str., for Swatow.
Yuenlong, British str., for Manila.
Choyang, British str., for Swatow.
Kutang, British str., for Singapore.
Chiyuan, Amer. str., for Canton.
DEPARTURES.
Oct. 22, JENNY, Austrian str., for Kiaochow.
Oct. 23, DORIC, British str., for San Francisco.
Oct. 23, ERSE, German str., for Vladivostok.
Oct. 23, HONGKONG, French str., for Hoihow.
Oct. 23, FOSHING, British str., for Haiphong.
Oct. 23, MILOS, German str., for Hongay.
Oct. 23, JEANNEA, British str., for Noumea (New Caledonia.)
Oct. 23, KWANGLEE, British str., for Shanghai.
Oct. 23, LOOBAN, German str., for Swatow.
Oct. 23, YUENSANG, British str., for Manila.
Oct. 23, CHIYUEN, Amer. str., for Canton.
Oct. 23, CHOYANG, British str., for Swatow.
Oct. 23, KUTSANG, British str., for Singapore.
Oct. 23, SICILIAN, British str., for Davao.
Oct. 23, TONKIN, French str., for Shanghai.
VESSELS IN DOCK.
ABERDEEN DOCKS—Queen Margaret.
KWALOON DOCKS—U.S.S. Monterey, Canton River, Administrator, Gwalior, Eliza Nossack, Don Juan de Austria, Chingtu, Idzumi Maru, Belgian King.
COSMOPOLITAN DOCK—Stanfield, Changshan.
SHIPPING REPORTS.
The British steamer <i>Menmure</i> , from Manila 10th October, had moderate to fresh winds and sea, fine and cloudy weather.
The British steamer <i>Kaipong</i> , from Cebu 18th October, had light to moderate variable winds to 250 miles of Hongkong; thence to port fresh N.E. monsoon and high N.N.E. swell.
The American steamer <i>Chiyuan</i> , from Shanghai 19th October, had light to moderate northerly breezes and fine weather to Tung Yung. From thence wind freshened to fresh northerly gale with high sea in Formosa Channel; off the Brothers to port moderate N. to N.E. breeze and sea, fine and clear weather. Vessels in Foochow—Shanhae, Hsinpu, Hsinyu, Glenfulock and H.M.S. <i>Ira</i> . In Amoy—Kinkang. In Swatow—Paochi, Tamsui, Foochow, Quahow, Chongwu, German cruiser <i>Bussard</i> and two Dutch cruisers.

NOT RESPONSIBLE FOR DEBTS.
Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour—
STATE OF MAINE, American ship, *Colcord*—
standard Oil Co.

VESSELS ON THE BERTH

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FOR SANDAKAN.
THE Company's Steamship
"MAUSANG,"
Captain R. Cox, will be despatched for the above port TO-DAY, the 24th inst., at NOON.
For Freight or Passage, apply to
JARDINE, MATTHESON & CO.
General Managers.
Hongkong, 17th October, 1900. [2677]
THE OSAKA SHOSHO KAISHA, LIMITED.
FOR FOOCHOW VIA SWATOW AND AMOY.
THE Company's Steamship
"AKASHI MARU,"
Captain K. Suzuki, will be despatched for the above ports TO-DAY, the 24th inst.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA, Agents.
Hongkong, 11th October, 1900. [2524]
FOR YOKOHAMA AND KOBE.
THE H.A.L. Steamship
"SUEVIA,"
Captain F. Riley, will be despatched for the above ports TO-DAY, the 24th inst., at 4 P.M.
This Steamer has superior accommodation for First and Second Class Passengers and carries a Doctor and a Stewardess.
For Freight or Passage, apply to
SIEMSEN & CO., Agents.
Hongkong, 22nd October, 1900. [2710]
CHINA NAVIGATION COMPANY, LIMITED.
FOR SHANGHAI.
THE Company's Steamship
"WOOUNG."
Captain Dawson, will be despatched as above TO-DAY, the 24th inst.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 23rd October, 1900. [2717]
THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.
FOR MANILA DIRECT.
THE Company's Steamship
"MENMUI,"
Captain R. W. Almond, will be despatched as above TO-MORROW, the 25th instant, at 5 P.M.
The attention of Passengers is directed to the excellent accommodation provided by this Steamer. She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber.
A doctor is carried.
For Freight or Passage, apply to
SHEWAN, TOME & CO.
General Managers.
Hongkong, 24th October, 1900. [2714]
FOR PORTLAND (OREGON) VIA JAPAN
(Booking Cargo for SAN FRANCISCO and OVERLAND POINTS).
THE A.E. STEAMSHIP.
"MONMOUTHSHIRE,"
Captain R. W. Almond, will be despatched on or about the 25th inst.
For Freight and Passage, apply to
T. M. STEVENS & CO., Agents.
Hongkong, 20th October, 1900. [2570]
PASSAGE
THE Steamship
"MONMOUTHSHIRE,"
100 A.M. sailing FOR PORTLAND (OREGON), about the 25th inst., has room for a few First Class Passengers at reduced rates.
Bookings for Interior Points and Europe, Stewardesses and Surgeon carried.
Apply— T. M. STEVENS & CO., 4 Duddell Street.
Hongkong, 18th October, 1900. [2687]

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
-----	----------	------------	----------

[ALL RIGHTS RESERVED.]

THROUGH SOUTH AFRICA.

[BY ARNOT BEIRD.]

THE DE BEERS MINES—MR. RHODES ON THE PROSPECT.

On the 23rd of February, 1900, the eleventh annual general meeting of shareholders in De Beers Consolidated Mines, Limited, was held at the Company's offices. The Right Hon. Cecil J. Rhodes then presided, and said—

Gentlemen—I have to make a few remarks upon the report for the year ending June 30th, 1899. You will observe that the profit amounts roughly to two millions of money—which is about equal to the amount earned during the preceding year—and we hope to be able to maintain that profit, and probably to increase it, as we believe that the enterprising Syndicate who purchase our diamonds will be able to give us a very remunerative price for the ensuing year. (Laughter and cheers). I am assured that the diamond market is in a very uncertain position, but still there is the fact that all production has ceased during the past four months, and it seems probable that when our industry is renewed the world will make a satisfactory demand upon us for that article. I hope now the siego is over to proceed to work. I expect to be in London when the present diamond arrangement expires, and I am sure that the intelligence and consideration of the diamond Syndicate will assist me in making a profitable bargain—profitable to the Syndicate and profitable to our Shareholders. (Hear, hear.)

I may mention that the date on which the diamond contract expires is March 31st, and I hope about that period to have many interesting discussions with the Diamond Syndicate, because we must remember that the amount at stake is a very huge one. The value of our production at the time we were besieged represented a sum of £4,300,000 per annum; and you will quite understand that in making a bargain of that magnitude you require to be very cautious and very impartial. However I feel certain that the members of the Syndicate—who are also largely interested in our industry—will display the same public spirit that has marked their conduct in previous negotiations, and with their assistance I have every hope that we shall get as good, or perhaps better, contracts in the future as we have done in the past, because we shall be enormously helped on this occasion, by the fact that we have been besieged during four months, and that in consequence diamonds must be getting a little scarce in the world, though I am assured they are almost a drug in the market.

GOOD PROGRESS.

As regards the report which has been laid before you to-day I think you will agree with me that it is a satisfactory one. The yield per load has been fairly maintained, and I may mention in connection with statements that have been made from time to time as to the contraction of the size of the mines, that though it is correct that we have not quite as many working claims in De Beers as formerly, the Kimberley Mine has maintained and I think increased its number of profitable claims; while in addition, I am pleased to state that the rise in the value of diamonds has rendered the Bultfontein and Dutoitspan Mines—originally acquired simply to prevent the undue flooding of the market—valuable, and as we propose to work both of them, we shall have in these an enormous asset in the near future. When it is borne in mind that, as against first 25s. and afterwards 26s. 8d. which we were receiving in the past, we are now getting 36s. per carat—what we shall receive in the ensuing year I cannot of course say, but it will not be a lesser price—I think it must be recognized that we have more than adequate compensation for the slight contraction in the working claims in De Beers Mine, and weighing one thing with another I think I am entitled to say that the general position of the Company has improved, and our affairs are in a most satisfactory condition. It is needless to say that our machinery is perfect, our shafts are in complete order, and as I do not think the mines suffered much harm during the few days that we were unable to pump them, we hope very shortly to be working our mines again.

IMAGINATIVE AND UNIMAGINATIVE SHAREHOLDERS.

You will have noticed in the report a few observations dealing with our various transactions with the Chartered Company, and in that connection I should like to put before you in simple language our present position. Shareholders may be divided into two classes—those who are imaginative and those who are certainly unimaginative. To the latter class the fact of our connection with the Chartered Company has been for many years past a great trial. Human beings are very interesting. There are those of the unimaginative type who pass their whole lives in filling money-bags and when they are called upon perhaps more hurriedly than they desire to retire from this world, what they leave behind them is often dissipated by their offspring or wife, women, and horses. Of these purely unimaginative gentlemen, whose sole concern is the accumulation of wealth, I have a large number as my shareholders, and I now state for their consolation that the transaction with the Chartered are closed, and closed satisfactorily. The De Beers Company possesses no shares, it does not even hold a railway debenture in the Chartered—every sixpence that you have advanced has been repaid in full and in addition you have received a great profit. The connection that remains is that the whole of the diamonds in the interior of Africa, wherever the Chartered exist, now belong to the De Beers Company, who have practically acquired these rights without any payment. And so I trust that my unimaginative shareholders will not continue to nag me about the transactions between the De Beers and the Chartered, of which it was the

author, and which were rendered possible by that change in the Trust Deed, which enabled us instead of dealing exclusively with diamonds to embark upon other undertakings in various parts of the world, and which was devised in order that De Beers Company might lend its assistance to the work of Northern extension. We have also, I am glad to say, the imaginative shareholder. To him I would say: "It is pleasant for you to consider that undertakings which were embarked upon in the spirit of what I may call the doctrine of ransom have turned out so successfully... Had they failed, I feel sure I should never have heard a word of reproof from you as to this trifle that we have spent of our great wealth to assist the work of opening up the North. We have now got the country developed far, far into the centre of Africa, largely through the means supplied by this commercial company." If I might go further and venture to draw a picture of the future, I would say that anyone visiting these mines 100 years hence, though he saw merely some disused pits, would, if he pushed his travels further into the interior, recognise the renewal of their life in the great European civilization of the far North, and perhaps he would feel a glow of satisfaction at the thought that the immense riches which have been taken out of the soil have not been devoted merely to the decoration of the female sex. (Hear, hear). And so, for my part when the policy of this corporation is challenged, I always feel that it is no small thing to be able to say that it has devoted its wealth to other things besides the expansion of luxury.

RECENT ENTERPRISES.

We will pass from the imaginative and unimaginative shareholder to some of the little enterprises which we have been able to undertake owing to the change in the Trust Deed. We have erected lately in the Colony a few places for oil storage. We found that a very enterprising firm had taken advantage of the loss of our cattle to establish a monopoly in meat against the interests of the general body of consumers. We thought it was wise, both for ourselves and for the people of the country, that we should deal with this matter and endeavour to check too gross a monopoly in the purchase and distribution of meat, which, as you know, is a staff of life for the people. The amazing thing about this meat Company is that it receives the sanction and approval of the Africander Bond, and curiously enough in spite of their gross attack on our monopoly which is a monopoly of luxury, they seem to be warm and cordial supporters of a monopoly in meat. The distinction between the luxury of diamonds and the necessity of meat I leave for you to consider. Finding ourselves troubled by European firms connected with the manufacture of dynamite, we have now started a dynamite factory in South Africa, because we felt that with a new State in the North daily developing its gold mines and with our own personal interests and our stake in Johannesburg it was time that some powerful Corporation should deal with the monopoly which existed in Europe. We have never known from year to year what price we should have to pay for our dynamite, but now we have created our own factory, and if the price demanded in Europe is in our opinion too high, we shall set to work and manufacture the explosive for ourselves. The cost is a mere bagatelle, and I feel sure that we have been right in undertaking the creation of this factory, which will tend to check too gross a monopoly.

THE PRICE OF DIAMONDS.

I have already dealt with the question of the future price of diamonds. I really do not know what price per carat will be offered to us, but, as I have said before, we may rest assured the price will not be an unattractive one, and the increased price will add enormously, as you can understand to the value of our poorer mines. Already they are payable; they will become, with the gradual rise in the price of diamonds, increasingly payable, and they will allow us to work our richest mines too rapidly. The De Beers and Kimberley Mines are only roughly 1,200 to 1,500 feet deep, and above these levels are several hundred feet of blue ground, and when you consider the experience in America and the extension of deep level enterprise which is going on in Johannesburg, are contemplating working 3,000 to 4,000 and even 5,000 feet below the surface of the ground, I think we may say that the question of the future of our mines is not a practical consideration; and we may practically look upon the life of our diamond mines as endless. That, gentlemen, is the real position. I really don't know what further I have to say. I might conclude briefly, and ask you to pass to the ordinary routine business, but we cannot forget that during the past four months we have not been miners; we have been warriors, fighting for the preservation of our homes and property.

(To be continued.)

LATEST STEAMER MOVEMENTS.

The O. S. S. steamer *Antenor* left Singapore on the 23rd inst., p.m., and is expected here on the 28th inst.

The Imperial German Mail steamer *Oldenburg* left Kobe via Nagasaki and Shanghai on Sunday, the 21st inst., p.m., any may be expected here on or about Tuesday, the 30th inst.

The steamer *Glenorganshire*, from Sunderland, Middlesbrough and London, left Singapore on the 23rd inst., and is due here on or about the 29th inst.

The P. and O. steamer *Coromandel* left Singapore for this port on the 23rd inst. at 1 p.m., with the outward English mails, and is due here on the 28th inst. at about 6 p.m.

The P. and O. steamer *Jew*, from China, arrived in London on Sunday afternoon, the 21st inst.

The N. P. steamer *Glengyle*, arrived at Tacoma from Japan and Hongkong on the 20th inst.

BEWARE

of the Party offering imitations of MACINTYRE & CAMERON'S PENS.

"They come as a boor and a blessing to men, The Pickwick, the Owl, and the Whistley Pen."

Sold at all Stationers.

MACINTYRE & CAMERON, Ltd., Waverley Works, Edinburgh.

[1939-3]

CURIOS STORY FROM PEKING.

A Peking correspondent writes to a contemporary:—The state of frenzy into which the Dowager-Empress was driven about the middle of last June is now explained in the following manner. It appears that Prince Tsuan, in order to further his own aims, presented to her Majesty a document which he alleged to be an ultimatum drawn up by the foreign Ministers, which demanded (1) the complete retirement of the Dowager-Empress from position of ruler in China and the reinstatement of Kwang Hsu as Emperor; (2) the placing of Chinese finances under European control and the removal of the rest of the Government from Peking; and (3) the appointment of foreign advisers to six boards, in whose affairs the affairs of state would be handled. Wang Wew-chao, Viceroy of Pao-tung, and Hsu Ching-chong, both denied that they ever presented any such document, but Prince Tsuan insisted that it came through Prince Fu-hu.

It is added that on receipt of this ultimatum the Dowager-Empress was convinced of the designs of the foreign Ministers, and that she therewith authorized a general massacre. The added ultimatum is now known to the Imperial refugees to have been a forgery.

THE GERMAN CIRCULAR NOTE TO THE POWERS.

The following is the full text of the German Circular Note which last month was telegraphed to the German Imperial Embassy in London, Paris, St. Petersburg, Rome, Washington, and Vienna, and to the German Imperial Legation in Tokyo:—

"The Government of his Majesty the Emperor considers that the preliminary condition of entering upon diplomatic dealings with the Chinese Government is the surrender of those persons regarding whom it has been ascertained that they were the original and real instigators of those crimes against the law of nations which were committed in Peking. The number of the criminal instruments employed is too great; an execution *en masse* would be against the conscience of the civilized world. The circumstances of the case, moreover, involve the impossibility of discovering even the whole of the group who were the ring-leaders. The few, however, whose guilt is notorious ought to be delivered over and punished. The representatives of the Powers in Peking will be in a position to give or to obtain competent evidence in this investigation. The number of those who are to be punished is of less importance than their character as prime movers and ring-leaders. The Government of his Majesty believes that it can reckon upon the unanimity of all the Cabinets on this point; since indifference to the idea of a righteous expiation would be equivalent to indifference to a repetition of the crime. The Government of his Majesty the Emperor, therefore, proposes to the Cabinets concerned that they should invite their representatives in Peking to designate those leading Chinese persons regarding whose guilt in respect of the instigation or perpetration of the crimes there can be no possible doubt.—BULOW."

Commenting on the Note, the *Times* Berlin correspondent says:—"I am led to infer that two conditions would render any agent of the Chinese Government acceptable to Germany when the proper moment for negotiations arrives. First, the agent or agents must have full authority and power to negotiate; secondly, such person or persons must be clear of all complicity in the crimes which have been committed in Peking and elsewhere. Dr. Mumun von Schwarzenstein stated in explicit terms to Li Hung-chang, whose visits a Viceroy he could not, in common diplomatic courtesy, refuse to receive, that his Government must decline to enter into negotiations until the criminals of Peking, whatever their position, were handed over to justice. There may, therefore, be some truth in the otherwise untrustworthy announcements of the Chinese Press of Shanghai to the effect that there are differences between the Powers on the one hand and Prince Ching on the other, in consequence of the preliminary demands of the former."

The *Times* itself in a leading article on the 20th ult. says:—

"Germany we rejoice to see, takes upon the subject of China's offer to treat with the Powers, the exact position we have throughout urged the British Government to assume. We congratulate her heartily upon being the first to announce a policy in this respect worthy of a great nation, though we cannot help regretting that the British Cabinet hesitated to secure for themselves and for their country the honour of the initiative in vindicating the rights of civilization. . . . We cannot doubt that the line of action so firmly and clearly marked out in the German circular will commend itself to the judgment of all the Powers who are really pursuing commercial or missionary objects, and such objects alone, in the Chinese Empire. To visit with worthy punishment the authors of this unexampled crime was declared in the Queen's Speech last month to be an end to which Her Majesty and her allies would devote their utmost efforts. The Press of this country and of France have repeatedly dwelt upon the imperative necessity of securing that end, if Europeans were ever again to follow their lawless avocations in the interior of China with even the relative security they have hitherto possessed, and M. Delcasse, so long ago as his speech at Foix, declared in general terms that the international troops must extort from the Chinese 'compensation for the past' and 'guarantees for the future.' But until now no specific suggestion for the attainment of this common purpose has been publicly advanced by any of the States concerned. The suggestion is now made by Germany, and while we could wish the credit of making it belonged to ourselves, we must own that there is a certain fitness in the fact that it proceeds from a State in the person of whose Minister the wrong designed, but not completed, against the other Powers was actually consummated. . . . The hard logic of the situation itself is so conclusive that we are satisfied it must convince all who face the facts with an open mind. If for any reason any of the commercial Powers should shrink from according to Germany in this matter the support she asks, and is entitled to receive, they will be injuring not their honour alone, but their own material interest in the long run."

The Naval and Military Record of the 20th ult. says: Gen. Sir G. D. Parker, K.C.B., who early next month will be retired on a pension, entered the army forty-seven years ago. He served in the Persian campaign of 1857, and throughout the Indian Mutiny saw considerable service. He fought at Cawnpore, and took part in the relief and defense of Lucknow. He was appointed D.A.Q.M.G., and at the termination of hostilities received the medal with two clasps and brevet of major. After filling various posts, he became A.G.C. at Devonport in 1874 to 1877, and four years later acted as Governor of Hongkong. In 1886 he was appointed Governor of Bermuda.

The Naval and Military Record of the 20th ult. says: Gen. Sir G. D. Parker, K.C.B., who early next month will be retired on a pension, entered the army forty-seven years ago. He served in the Persian campaign of 1857, and throughout the Indian Mutiny saw considerable service. He fought at Cawnpore, and took part in the relief and defense of Lucknow. He was appointed D.A.Q.M.G., and at the termination of hostilities received the medal with two clasps and brevet of major. After filling various posts, he became A.G.C. at Devonport in 1874 to 1877, and four years later acted as Governor of Hongkong. In 1886 he was appointed Governor of Bermuda.

THE ALLEGED RUSSIAN MASSACRES IN MANCHURIA.

The accusations brought against the Russians of massacring the Chinese in Manchuria have been alternately affirmed and denied for some time. The *New York Evening Post* prints a letter from Strelensk, dated 6th August, from a Mr. Wright, of Oberlin College, Ohio, giving what purport to be details. The following passages are extracted from Mr. Wright's story:—

"The relations between the Chinese and the Russians had been cordial, and all had been going well until about last June, when the families of the engineers at Harbin were forced to flee for safety. Troops gathered from all directions to protect Harbin, but Blagoveshchensk, left defenceless, was besieged. The Russians seemed oblivious of the danger threatening from their relations with the Chinese, but all was quickly changed. As soon as the Russians went down the river on transport on 14th July the forts at Aigun began without any warning, to fire on passing steamboats, and on the next day fire was opened on Blagoveshchensk and some Russian villages were burned. The actual damage was slight, but the terror caused was indescribable and drove the Cossacks to frenzy. The peaceful Chinese in the city, numbering from 3,000 to 4,000, were expelled in great haste, and, being forced upon rafts entirely inadequate for the passage of such numbers, they were mostly drowned in attempting to cross the river. The stream was fairly black with bodies for three days after. Hundreds were counted in the water on our ride through the country to reach the city. On the 19th we saw 30 Chinese villages and hamlets in flames. We estimated that we saw the dwellings of 20,000 peaceful Chinese in flames on that day, while parties of Cossacks were scouring the fields for Chinese and shooting them down at sight. What became of the women and children nobody knew, but apparently there was no way for them to escape. On our way up the river for 500 miles above the city every Chinese hamlet was a charred mass of ruins. We were told that 4,000 Chinese were killed. This wholesale destruction of property and life was thought to be a military necessity."

INDIAN AND AFRICAN TROOPS AT BALMORAL.

The *Times* of the 20th ult. reports that the detachment of Yorubas and Madras sappers and miners, under the command of Captain Molesworth, which her Majesty had graciously expressed her pleasure to inspect at Balmoral Castle on the 19th, spent Tuesday night in barracks at Aberdeen, leaving by an early train next morning for Ballater. At the station an immense crowd had assembled to meet the men, who were received by Major Gilstrap, of the Queen's Guard. Magnificent weather prevailed, and after two hours' rest at the barracks the men were driven to Balmoral. Captain Molesworth had his men drawn up in front of the Castle, and when the Queen appeared in a landau drawn by two beautiful greys and accompanied by Princess Henry of Battenberg and the Duchess of York, her Majesty was received with a Royal salute. The troops were put through various evolutions, and the Queen seemed highly pleased with the appearance of the contingent. After a brief but close inspection, her Majesty, addressing the men, said:—

"I am very pleased to see you here. I am very proud of my Indian Army and watch with the greatest interest the excellent work they have been doing, not only in Africa, but also in China. The Queen's brief words were repeated by Captain Molesworth to the English-speaking non-commissioned officers of the Madras detachment, who in turn translated the speech to the men. After the inspection the men were entertained to dinner, the menu having been carefully arranged to suit the customs of the different sections.

AN INTERESTING SUIT ABOUT A CHEQUE.

The Chief Justice of Ceylon and Mr. Justice Browne have been engaged in the Colombo Police Court hearing the arguments of counsel in a singularly interesting cheque case. The circumstances attending the suit, and the contention of counsel on both sides, are given in the *Ceylon Times* of the 8th inst. as follows:—

"Some time in January, 1899, a leaf out of a cheque-book of the defendant (Chetty) was lost. Like most Chetties, the defendant had a number of cheques ready signed, but not filled up to amount, payee, and date. The leaf was stolen in Kuala by one Rahman Saboo, who came down to Colombo at once, and, filling the cheque up for R2,800 payable to himself, cashed it with the plaintiff (another Chetty). Rahman Saboo was subsequently criminally charged and convicted of forgery. Plaintiff is a Chetty who cashes cheques for a commission, which in this case was R13. On presenting the cheque for payment, the plaintiff discovered that the cheque was a forgery. But he had already paid value for it, and he now sues the defendant for the recovery of the amount. In the Kuala Court plaintiff lost his case and has appealed. Mr. Wendt appears for the plaintiff, and Mr. de Sampano for the defendant. The question is, Who is liable for the cheque? The Chief Justice opined that the defendant was liable, because, by keeping signed cheques, he gave occasion for the forgery. Mr. Wendt replied that the defendant might be liable if he was negligent. In England a signed cheque is usual custom among before the Manager and sign a number of cheques at a time. The Chief Justice said that if that was so, the Chetty might have taken the precaution of crossing the signed cheques. Mr. Wendt pointed out that would be difficult, inasmuch as when the Chetty desired to give a cheque to persons not having an account in the Bank, he would have to pay a commission. The Chief Justice did not see the difficulty. The expense of paying the commission was worth incurring in view of the security. The argument then turned upon technical points.

It is stated that the Government have been already offered prices for the underground mining rights in the Transvaal known as the Bemaraphaen, which will go a long way towards the cost of the war, and thus, to that extent, save the pockets of the British taxpayers. These are the rights which, by a timely notice, the Colonial Office prevented the late Transvaal Government from disposing of to speculators at Pretoria in the months of May and June last.

LIVE AND VIGOROUS FOR THE HAIR.—The only article which really possesses nutritious virtues for stimulating and restoring the hair, is BOWLAND'S MACASSAR OIL. It removes dandruff, dryness, prevents the hair being injured by illness, and should always be used for children's hair; no other article imparts such a beautiful and dresy appearance to the hair as BOWLAND'S MACASSAR OIL, and if you have never used it, you are strongly advised to procure a bottle without delay, and continue using it; also in a golden colour, for fair hair.

BEWARE of the Party offering imitations of MACINTYRE & CAMERON'S PENS.

"They come as a boor and a blessing to men, The Pickwick, the Owl, and the Whistley Pen."

Sold at all Stationers.

MACINTYRE & CAMERON, Ltd., Waverley Works, Edinburgh.

[1432-3]

LATE TELEGRAMS.
NEWS VIA CECILY.

THE WAR IN SOUTH AFRICA.

London, 4th October.

A telegram from Pretoria states that Lord Roberts has issued a new proclamation, couched in strong and unmistak

NEW ADVERTISEMENTS

WANTED:

A N OFFICE ASSISTANT; preference given to candidate with knowledge of TYPEWRITING and SHORTHAND. Apply at Head Office of THE HONGKONG & WHAMPOA DOCK CO., LTD. Hongkong, 24th October, 1900. [2726]

TO LET.

GROND FLOOR No. 36, HOLLYWOOD ROAD. Apply to— H. M. H. NEMAZEE, 45, Wyndham Street. Hongkong, 24th October, 1900. [2727]

TO LET.

BEMFICA, No. 9, ROBINSON ROAD; LARGE HOUSE with 11 ROOMS. From 1st February next. Apply to— 42, BONHAM STRAND WEST. Hongkong, 24th October, 1900. [2728]

TO LET, FURNISHED.

A FIVE-ROOMED HOUSE at the PEAK, ten minutes from Tram Station. Apply to— W. Carr of *Daily Press* Office. Hongkong, 24th October, 1900. [2729]

GOVERNMENT NOTIFICATION.

No. 534.

NOTICE is hereby given that SUBMARINE MINING WORK PREACTICE in the fairway of Belcher's will take place TO-MORROW (THURSDAY), the 25th instant.

There will be no actual obstruction to the Channel, as anything laid out will be at the bottom. Two boats will be anchored just outside the southern limits of the Channel for a few hours on each day.

By Command— J. H. STEWART LOCKHART, Colonial Secretary.

Colonial Secretary's Office, Hongkong, 22nd October, 1900. [2730]

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction.

on

MONDAY, the 29th October, 1900, at 2.45 P.M., at WAGENINGEN, the Peak (the Residence of Captain CARLYLE, A.O.D.),

THE WHOLE OF HIS

HOUSEHOLD FURNITURE, comprising—

DRAWING ROOM, DINING ROOM and BEDROOM FURNITURE. Particulars can be seen from Catalogue.

TERMS.—As Customary. GEO. P. LAMMERT, Auctioneer.

Hongkong, 24th October, 1900. [2731]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Company's Steamship

"HOIHOW,"

Captain Dawson, will be despatched as above TO-DAY, the 24th inst., at 4 P.M. For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents. Hongkong, 23rd October, 1900. [2721]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

"HATTAN,"

Captain Ranch, will be despatched for the above ports TO-MORROW, the 25th inst., at DAYLIGHT.

For Freight or Passage, apply to DOUGLAS LAPRAIK & CO., General Managers. Hongkong, 23rd October, 1900. [2722]

CHINA NAVIGATION COMPANY, LIMITED.

FOR KOBE.

THE Company's Steamship

"CHANGSHA,"

Captain Moore, will be despatched as above TO-MORROW, the 25th inst., at 4 P.M. For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents. Hongkong, 23rd October, 1900. [2585]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"ARATON APCAR,"

Captain A. Stewart, will be despatched for the above ports on SATURDAY, the 27th inst., at 3 P.M.

For Freight or Passage, apply to DAVID SASOON, SONS & CO., Agents. Hongkong, 23rd October, 1900. [2712]

SHIRE LINE.

FOR NAGASAKI, KOBE AND YOKOHAMA.

THE Steamship

"GLAMORGANSHIRE,"

Captain Davies, will be despatched for the above ports on or about THURSDAY, the 1st November, 1900.

For Freight or Passage, apply to SHEWAN, TOME'S & CO., Agents. Hongkong, 23rd October, 1900. [2703]

NEW ADVERTISEMENTS

FOR SHANGHAI.

FOR NEW YORK.

FOR LIVERPOOL.

FOR MELBOURNE.

FOR SYDNEY.

FOR BOSTON.

FOR CANADA.

FOR AUSTRALIA.

FOR NEW YORK.

FOR LIVERPOOL.

FOR MELBOURNE.

FOR SYDNEY.

FOR BOSTON.

FOR CANADA.

FOR AUSTRALIA.

FOR NEW YORK.

FOR LIVERPOOL.

FOR MELBOURNE.

FOR SYDNEY.

FOR BOSTON.

FOR CANADA.

FOR AUSTRALIA.

FOR NEW YORK.

FOR LIVERPOOL.

FOR MELBOURNE.

FOR SYDNEY.

FOR BOSTON.

FOR CANADA.

FOR AUSTRALIA.

FOR NEW YORK.

FOR LIVERPOOL.

FOR MELBOURNE.

FOR SYDNEY.

FOR BOSTON.

FOR CANADA.

FOR AUSTRALIA.

FOR NEW YORK.

FOR LIVERPOOL.

FOR MELBOURNE.

FOR SYDNEY.

FOR BOSTON.

FOR CANADA.

FOR AUSTRALIA.

FOR NEW YORK.

FOR LIVERPOOL.

FOR MELBOURNE.

FOR SYDNEY.

FOR BOSTON.

FOR CANADA.

FOR AUSTRALIA.

FOR NEW YORK.

FOR LIVERPOOL.

FOR MELBOURNE.

FOR SYDNEY.

FOR BOSTON.

FOR CANADA.

FOR AUSTRALIA.

FOR NEW YORK.

FOR LIVERPOOL.

FOR MELBOURNE.

FOR SYDNEY.

FOR BOSTON.

FOR CANADA.

FOR AUSTRALIA.

FOR NEW YORK.

FOR LIVERPOOL.

FOR MELBOURNE.

FOR SYDNEY.

FOR BOSTON.

FOR CANADA.

FOR AUSTRALIA.

FOR NEW YORK.

FOR LIVERPOOL.

FOR MELBOURNE.

FOR SYDNEY.

FOR BOSTON.

FOR CANADA.

FOR AUSTRALIA.

FOR NEW YORK.

FOR LIVERPOOL.

FOR MELBOURNE.

FOR SYDNEY.

FOR BOSTON.

FOR CANADA.

FOR AUSTRALIA.

FOR NEW YORK.

FOR LIVERPOOL.

FOR MELBOURNE.

FOR SYDNEY.

FOR BOSTON.

FOR CANADA.

FOR AUSTRALIA.

FOR NEW YORK.

FOR LIVERPOOL.

FOR MELBOURNE.

FOR SYDNEY.

FOR BOSTON.

FOR CANADA.

FOR AUSTRALIA.

FOR NEW YORK.

FOR LIVERPOOL.

FOR MELBOURNE.

FOR SYDNEY.

FOR BOSTON.

FOR CANADA.

FOR AUSTRALIA.

FOR NEW YORK.

FOR LIVERPOOL.

FOR MELBOURNE.

FOR SYDNEY.

FOR BOSTON.

FOR CANADA.

FOR AUSTRALIA.

FOR NEW YORK.

FOR LIVERPOOL.

FOR MELBOURNE.

FOR SYDNEY.

FOR BOSTON.

FOR CANADA.

FOR AUSTRALIA.

FOR NEW YORK.

FOR LIVERPOOL.

FOR MELBOURNE.

FOR SYDNEY.

FOR BOSTON.

FOR CANADA.

FOR AUSTRALIA.

FOR NEW YORK.

FOR LIVERPOOL.

FOR MELBOURNE.

FOR SYDNEY.

FOR BOSTON.

FOR CANADA.

FOR AUSTRALIA.